

of the shell passed across the piece out of the cave gutter glancing off the shingled peak once beyond. Mr. Price has children to mourn the untimely band and father.

Trick, a lad 17 years of age, former of King and Hudson street, at the time, with a young associate, Bennett, and stopped a moment, of the composition and as he scene was arrested by death bed by a piece of the shell, which right side of the neck, just on neck, making a wound of about an inch, severing the jugular vein also instantly. His clothes were torn, and his body dreadfully man-

step son of Abraham Morse, street, in company with Bro. Brown into the air several feet, in manner as to severely cut his arms are broken above the knee, and mangled, so that one must be amputated, or may be saved. If mortification, his life may be saved. He is a young man and has been so all the winter. These are all that we know of in any degree of certainty. It is a young man who was passing at the time of the explosion, and another young man.

The report of the explosion was an instance of eight squares. Then we were on both sides of the street broken, from Hudson street to the corner of the iron weighing about 10 pounds to have fallen at the corner of the street; another piece of 10 pounds flew towards the office of George Leland, a packer, corner of Washington street, knocked a decanter out of the hands of a man named Travis who was standing with several others without injury.

Bennett, who was thrown into the air, as before stated died at the corner yesterday morning. Both were fractured, as were also both retained his senses up to the last.

was one of Stevens's new invention, and in part with percussion powder, probably the cause of the explosion.

the greatest geographer of the times, has recently been in company with his most important realisation on the physical and political map of the globe. He rises at 6, breakfasts and receives visits, goes to the Literary Institute, sits and so forth. From 7 until 10, when he goes into bed, punctually at 12,

do so with unsurpassed ardor and unanimity. The Oregon question is not embarrassed by any fears among ourselves, as to the territorial extension, nor by any charge against us, on the part of other nations, of aggrandizement, for the territory is already entirely our own by treaty; and all the valuable portion of it is so completely within the lines of our northern and southern boundaries, as they run westward, that it would require a brazen face indeed to dispute our right. Neither is it affected by the slavery controversy, for the whole of the territory is, by nature, law and common consent, given up to freedom. While the Oregon question is thus clear of these and other difficulties, which have somewhat encumbered Texas, it is not second to that measure in magnitude or importance. It is immense in extent; fertile in soil; finely watered; stretches from the Rocky Mountains to the Pacific Ocean; and is the key to the trade of those vast worlds which in Europe are called Eastern, but which as "the star of Empire" is fixed in the American constellation, will become Western. The prosperity which will, through this door, open upon our country is boundless; alike beyond the reach of the mind or the imagination. We cannot be mistaken, then, in our belief, that the popular sentiment will demand with resistless energy, the cessation of the Joint Occupation with Great Britain; the immediate organization of a Territorial Government: and the use of all Constitutional means to open, through that channel, the commerce of Asia.

**MILLERISM.**—On Wednesday last an individual, calling his name Noah Lunt, and hailing from Portland, was brought before J. G. Cole, Esq., of this town, charged with being a common brawler and disturber of the peace, and not providing for himself or family, as the Statute provides. It appeared in evidence that he had disturbed the family of Mr. Elbridge Fobes and Mr. Robert Gray, by calling them up in the dead of the night, merely for the purpose of informing them that "the Church and the World were rejected by God," and by howling repeatedly similar language in the night time under their windows, to the terror of females and children. When asked by the Justice why he done so, he answered that it was the command of his God and he could not disobey His commands. He was asked if he would refrain from similar conduct if the Court would overlook this offence. He said he should not unless God commanded him to do so, and he hoped he should not have another such duty to do. He was asked what was his occupation, and he stated that he was a Joiner by trade; that his present business was a commission or revelation from God to visit and comfort His children (the Millerites), to wash the Saints feet, and give the holy kiss.

After a reprimand from the Justice and being advised to leave the place forthwith, Lunt was discharged from custody.

He is a man about twenty-six years old, dark hair and eyes, spare features, and five feet eight or nine inches in height. Appears gloomy and downcast. Is a firm believer in the Second Advent Doctrines—in fact is a monomaniac on that subject.

eighty or ninety feet per mile. That in the town of Jackson, at the lowest place for a road, where the water falls into Peabody river on the North and Ellis river on the South, Dr. Jackson made the elevation twenty hundred feet and a fraction—two hundred feet higher than at Crawford's on the Notch road.

Mr. Chaplin spoke of the facilities of constructing a Rail Road from Bethel along the basin of the Crooked river and a chain of Ponds and Lakes to Portland.

He thought this route would prove to be as short as any, more level, and made with less money. He said, as the Act of Incorporation prohibited any branches from passing out on the South in our State, that the Rail Road ought to be made as far South as practicable, other things being equal.

Mr. J. Burbank made some remarks on the practicability and directness of a route from Bethel through Greenwood, Norway, Oxford and on to Portland; that this route would pass by a number of factories, water powers and villages, and would supply much business. There being no minutes of any exploration or survey of this route before the meeting, its merits could not be fully discussed.

A Committee was raised, consisting of John Grover, Alphin Twitchell, Phineas Frost and Jedediah Burbank, of Bethel; Daniel Chaplin, Levi Brown and John Baker, of Waterford; James Burbank and Timothy Wight, of Gilead; Dennis Gillet and Samuel H. Houghton, of Greenwood; Parsons Haskell and Ziba Frost, of Albany; Geo. G. Chapman and Alvah Kilgore, of Newry; Harrison Blake, of Harrison; Cyrus Mills, of Mason; E. F. Beale and David Noyes, of Norway; James Brown, of Letter A.; John J. Perry, of Oxford; Jacob Bartlett, of Ketchum; James Gray, of Randolph, N. H.; Daniel Greene, of Berlin, N. H.; James H. Horn, of Milan; John T. Peabody, of Gorham; Aaron Patten, of Starks; Naham Day, of Northumberland; John L. Martin, of Jefferson; Robert Ingalls and Oliver B. Howe, of Shelburn. J. S. Willis and James Weeks, of Lancaster, to explore the country, procure information in relation to the best and cheapest route, to invite a reconnaissance of this part of the State, and to wait on and accompany any engineers or explorers for the purpose.

Gilman Chapman and Mihill Mason, of Bethel; Parsons Haskell, of Albany; Daniel Warren, of Waterford; Eri Stearns, of Gilead; Josiah Small, of Greenwood; Samuel Eames, of Newry; Peregrine Dustin, of Mason; Capt. Brown, of Letter A.; Israel Fifield, of Ketchum; Robert F. Hodgdon, of Randolph; Thomas Greene, of Berlin; James M. Phipps, of Milan; John Peabody, of Gorham; Barker Burbank, of Shelburn; Abijah Patten, of Starks; James Ricker, of Northumberland; Royal Joslin, of Lancaster, and Joseph Macervie, of Jefferson, were selected as a Committee to solicit aid to defray the necessary expenses and contingencies of examination, and to provide for engineers and explorers.

The following resolution was presented and passed, *Resolved*, That it is the opinion of this meeting that should the Rail Road pass through any of our towns, such persons as might sustain much damage would be willing to take such damage in Rail Road stock; and